

Impact Criteria								
<i>Preliminary</i>	Minimize Negative Impacts to the Natural Environment?	Can Negative Impacts be Minimized?			Can the Need for New ROW be Minimized?	Compatible with Existing / Planned Land Use Patterns?	Consistent with Neighborhood Plans & Other City Plans / Policies?	Minimal or No Negative Impacts to Cultural / Historic Resources or Recognized Park Lands?
		Division of Existing Neighborhoods & Negative Impact to Pedestrian & Bicycle Movements?			Minimize ROW Takes / Displacements?	Encourage Desired Land Use Patterns, TOD or POD?		
Corridor								
Lake City - Ngate - Ballard - DT		Neighborhood	Pedestrian	Bicycle		To be completed in Stage II	To be completed in Stage II	
Elevated (Northgate to Downtown)	●	●	●	●	●			○
BRT (Lake City to Downtown)	●	●	●	●	●			●
Elevated (Lake City to Downtown)	●	●	●	●	●			○
Aurora - Greenwood - Fremont - DT								
Streetcar (Greenwood to Downtown)	●	●	●	○	●			●
BRT (Aurora to Downtown)	●	●	●	●	●			●
Elevated (Ballard to Capitol Hill)	●	●	●	●	●			○
Elevated (Aurora to Downtown)	●	●	●	●	●			○
Ballard - Fremont - UDist								
Elevated (via Fremont)	●	●	●	●	●			○
Streetcar (via Wallingford)	●	●	●	○	●			●
BRT (50th)	●	●	●	●	●			●
BRT (45th)	●	●	●	●	●			●
BRT (Loyal-Green)	●	●	●	●	●			●
BRT (Loyal-Rainier)	●	●	●	●	●			●
Elevated (via Wallingford)	●	○	●	●	●			○
Lk City - UDist - Col. City - DT								
BRT (25th)	●	●	●	●	●			●
BRT (35th)	●	●	●	●	●			●
BRT (Rainier Ext. - 25th)	●	●	●	●	●			●
Downtown & Environs								
Streetcar (Smith Cove)	●	●	●	○	●			●
Streetcar (South Lake Union - North Rainier)	●	●	●	○	●			●
BRT (Madison)	●	●	●	●	●			●
BRT (Jefferson)	●	●	●	●	●			●
Elevated (Downtown Circulator)	●	○	●	●	●			○
Beacon - ID - Capitol Hill								
BRT	●	●	●	●	●			●
West Seattle - Delridge - DT								
Elevated (W Seattle to Downtown)	●	●	●	●	●			○
Streetcar (Fauntleroy to Downtown)	●	●	●	○	●			●
BRT (Fauntleroy - Wht Cntr - Downtown)	●	●	●	●	●			●
Streetcar (Admiral to Junction)	●	●	●	○	●			●
Elevated (White Center to Downtown)	●	○	●	●	●			○

New bridge requiring in-water supports or cut-through of park lands.

Assumed extent of divisiveness based on technology, community character and ability to minimize community impacts (residential/neighborhood community impacts were assumed to be more difficult to minimize than downtown impacts). Pedestrian impacts based on technology as were bicycle impacts (in-street rail vs. possible conversion of GP lane to HOV lane).

ROW for elevated routes is expected to be greater than for streetcar and BRT (construction of new stations and access to stations).

Assumption of minimal to no ROW for BRT and streetcar (except Fauntleroy to Downtown). BRT is assumed to be the least disruptive, streetcar ratings were developed by also reviewing the Seattle Municipal Street Railway Track Map (April, 1933). Elevated ratings were based largely on anticipated visual impacts and the expected need for ROW.

